

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR and Belorussian SSR)

REPORT

SUBJECT Miscellaneous information on Buchach, Drogobych, and Novogradok -

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. A hydroelectric plant dating back to prewar days, which was enlarged somewhat after the war and its machinery replaced, supplied electricity for Buchach.¹
2. Drogobych (N 49-20, E 23-30), an oblast capital, had a population of 60,000-70,000 in early 1957, as compared to a prewar figure of 30,000-32,000. The city itself was not divided into rayony, but was governed as a single administrative unit by a council.
3. The town's largest enterprises were the two oil refineries, designated No. 1 and No. 2. The following are details on Oil Refinery No. 2, the larger of the two refineries:
 - a. This enterprise, the former Galicja Refinery, was located at the outskirts of town at about 96 Borislavsk Street, on the right-hand side coming from the center of town. It had 700-800 employees working in two shifts. It covered an area of 800 by 500 meters and was enclosed by a high concrete wall. A 300-meter-long railroad spur connected the refinery with the Drogobych-Borislav line.
 - b. The refinery consisted of the following installations:
 - (1) A high-vacuum distillation plant (Atmosferno-Vakuumnaya Trubchatka), with a capacity of 1,000 tons of crude oil per day.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X		
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- (2) A cracking plant with a capacity of 900 tons of raw material per day. This plant also operated for Oil Refinery No. 1, which had no cracking plant of its own; a pipe connected the two installations.
- c. The refinery worked at full capacity, its main products being 72-74 octane gasoline for automobiles, gas oil, paraffin, and tar. It was supplied with crude oil with a 21-22 percent gasoline content by two oil fields; the old Borislav oil fields, to which it was linked by a pipeline; and the new fields (discovered in 1955-1956) in the vicinity of Dolina, from where the oil was transported by tank cars. (Oil Refineries Nos. 1 and 2 in Drogobych processed the entire output of both these oil fields.)
4. Oil Refinery No. 1, the old Polmin Refinery, was at its prewar location, approximately one kilometer from the Drogobych railroad station. A railroad spur linked it to the Drogobych-Stryy line. In 1957 the refinery was smaller than it had been before the war. Its main installations were a high-vacuum distillation plant and a paraffin section. Its products were identical with those of Oil Refinery No. 2, but were turned out in smaller quantities. The crude oil was supplied to this refinery from the same sources and in the same manner as to Refinery No. 2.
5. The oil-drilling equipment repair plant (Mashinostroitelnyy Zavod), established in 1946-1948, was located in an open field near the Drogobych-Stryy railroad line, one and a half to two kilometers from Oil Refinery No. 1. It employed 170-180 workers. In addition to its repair work, the plant also manufactured spare parts for oil-drilling equipment, mainly for use in the Borislav area. The plant consisted of a mechanical section, a forge, and a tool maker's shop. It had no heavy machinery, its entire equipment consisting of 50-60 metal-working machines.
6. Most street names in Drogobych were changed after the war, with the exception of Borislavsk, Mitskevich, Samborsk, and a few others. (Prewar names unknown.)
7. In 1957 there were no troops in Drogobych other than a small infantry unit. Its barracks, an old three-story structure, was located at the outskirts of town on the road to Truskavets and to the right of the Drogobych-Borislav railroad line, coming from Drogobych.
8. There was no airfield in the town or its environs. The mail plane, a single-engined craft, made two trips a day between Drogobych and Lvov and it used as a landing field an open field located about one kilometer from Oil Refinery No. 1.²

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Attachment No. 1: A three-page report on Novogrudok describing military facilities, continuous shortage of bread from World War II until 1957, and miscellaneous information.

Attachment No. 2: A seven-page report on Drogobych describing construction of a new clothing factory to be finished in 1957, location of industrial and public facilities, and miscellaneous information.

1. [redacted] Comment: [redacted] the municipal hydroelectric plant had not been enlarged.

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2. [redacted] Comment: There is a Drogobych Airfield, probably civil, and a Drogobych East Airfield located on the outskirts of Drogobych.

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: Miscellaneous Information on Drogobych

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1. Drogobych [N 49-20, E 23-30] an oblast capital, had a population of 60,000-70,000 in early 1957, as compared to a prewar figure of 30,000-32,000. The Drogobych Oblast consisted of about 15 rayons, among them Stryy, Borislav, Turka, and Khodorov. The city itself was not divided into rayons, but was governed as a single administrative unit by a council.

2. Drogobych had no heavy industry. Its industrial establishments included two oil refineries, a small oil-drilling equipment repair plant, about three brick factories, a clothing factory (which

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was still under construction in 1957), and an old salt mine.

3. The town's largest enterprises were the two oil refineries, designated No. 1 and No. 2. The following are details on Oil Refinery No. 2, the larger of the two refineries:

a. This enterprise, the former Galicja refinery, was located at the outskirts of town at about 96 Borislavska Street, on the right-hand side coming from the center of town. It had 700-800 employees working in two shifts. It covered an area of 800 x 500 meters and was enclosed by a high concrete wall. A 300 meter long railroad spur connected the refinery with the Drogobych-Borislav line.

b. The refinery consisted of the following installations:

(1) A high vacuum distillation plant (Atmosferno-Vakumnaya Trubchatka), with a capacity of 1,000 tons of crude oil per day.

(2) A cracking plant with a capacity of 900 tons of raw material per day. This plant also operated for Oil Refinery No. 1, which had no cracking plant of its own; a pipe connected the two installations.

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c. The refinery worked at full capacity, its main products being 72-74 octane gasoline for automobiles, gas oil, paraffin, and tar. It was supplied with crude oil with a 21-22 percent gasoline content by two oil fields: the old Borislav oil fields, to which it was linked by a pipeline; and the new fields (discovered in 1955-1956) in the vicinity of Dolina, from where the oil is transported by tank cars. (Oil Refineries Nos. 1 and 2 in Drogobych processed the entire output of both these oil fields.)

4. Oil Refinery No. 1, the old Polmin refinery, was at its prewar location, approximately one km from the Drogobych railroad station. A railroad spur linked it to the Drogobych-Stryi line. In 1957 the refinery was smaller than it had been before the war. Its main installations were a high vacuum distillation plant and a paraffin section. Its products are identical with those of Oil Refinery No. 2, but are turned out in smaller quantities. The crude oil is supplied to this refinery from the same sources and in the same manner as to Refinery No. 2.

5. The oil-drilling equipment repair plant (Mashinostroitel'nyi Zavod), established in 1946-1948, was located in an open field near

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the Drogo bych-Stry railroad line, 1.5-2 km from Oil Refinery No. 1. It employed 170-180 workers. In addition to its repair work, the plant also manufactured spare parts for oil-drilling equipment, mainly for use in the Borislav area. The plant consisted of a mechanical section, a forge, and a tool maker's shop. It had no heavy machinery, its entire equipment consisting of 50-60 metal-working machines.

6. The clothing factory (Shvey naya Fabrika) was being constructed on the former Dolna-Kolejowa Street, about one km from the railroad station, in the direction of the center of town. (Dolna-Kolejowa Street ran parallel to Striyska Street, which extended from the railroad station to the town center and was the longest street in Drogo bych.) By March 1957, the frame of a large three-story building had already been completed.

7. The brick factories, all of which date back to prewar days, were located on the outskirts of Drogo bych. Two of them were along the road to Truskavets and the other on the road to Borislav. (No further details available.)

8. Most street names in Drogo bych were changed after the war, with the exception of Borislavska, Mitskevicha, Samborska, and a

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few others. (Prewar names unknown.) The following are locations of public institutions in Drogobych:

- a. The Oblast Party Committee (Obkompartii), in a three-story building, with a tower, in the center of Lenin Square (formerly Rynek), which forms the center of town.
- b. The Oblispolkom, in a two-story building on Gogol Street (formerly Zielona), which before the war had served as the mayor's private residence.
- c. The Gorkompartii, on Mitskevich Street.
- d. The Oblast MVD, in a three-story building on the right-hand side of Striyska Street coming from the railroad station. This building served as a law court during the Polish period and was used by the Gestapo during the German occupation.
- e. The Oblast Militia, in a large three-story building on the right-hand side of Striyska Street, coming from the railroad station. The groundfloor contained shops and the rest of the building housed the militia and other institutions. The building had been used as an apartment house before the war.
- f. The central post and telegraph office and the telephone exchange, in a prewar two-story building located on a lane off

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Mitskevich Street. The building was opposite the former Roman Catholic Church, which was being used as a warehouse by the local theatre.

g. The Oblast Gosbank, in a two-story building on Mitskevich Street. (Mitskevich Street, which originated at Lenin Square, contained most of the town's institutions, such as the Obkomkomsomol and the Oblvoenkomat.

9. Drogobych had its own water and sewage system. Public transportation was provided by buses. In the town itself there was only one bus line, running from Refinery No. 1 to Refinery No. 2, via Striyska Street, Lenin Square and Borislavska Street. In addition, there were bus lines connecting the town with the rayon towns - Striy, Borislav, Truskavets, and others. These lines had a main terminal at the town center.

10. Until 1950-1951 large military forces had been stationed in Drogobych, mostly troops of the Ministry of Internal Affairs. These forces left after the annihilation of the "Banderovtsy" that had been active in the area. In 1957 there were no troops in Drogobych other than a small infantry unit. Its barracks, an old three-story structure, was located at the outskirts of town on the

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road to Truskavets and to the right of the Drogobych-Borislav railroad line, coming from Drogobych.

11. There was no airfield in the town or its environs. The mail plane, a single-engined craft, made two trips a day between Drogobych and Lvov and it used as a landing field an open field located about one km from Oil Refinery No. 1.

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COUNTRY: USSR (Belorussian SSR)

SUBJECT: Miscellaneous Information on Novogrudok

[REDACTED]

1. Novogrudok [N 53-36, E 25-50], a rayon center in the Grodno Oblast, had 12,000-15,000 inhabitants, most of whom were Belorussians. There were a considerable number of Russians, however, who had been sent from the RSFSR to assume various appointments in the town. Novogrudok is situated about 21 km from the Novoyena station [probably Novoyel'nya; N 53-28, E 25-35] on the main railroad line, and is connected with the latter by means of a narrow-gauge track.

2. Novogrudok had only light industrial plants. These included a prewar tricot goods factory, a new clothing factory, a brewery, and an artisans cooperative (Fromkombinat) which maintained a number of workshops.

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Attach 1

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3. A military cantonment housing a motor rifle (Motorizovannaya Pekhota) regiment was situated approximately three km from Novogrudok, on the right-hand side of the road to Novoyena. The cantonment was established by the Soviets, who converted into barracks a number of stone structure which the Poles had begun setting up before World War II as stables for military pack horses. In the summer, the regiment stationed at Novogrudok would proceed to a summer camp (Letniy Lager) in the vicinity of Berozovka [probably Berezovka, N 53-43, E 25-30], situated near the road to Lida [N 53-53, E 25-18].

4. Novogrudok was severely damaged during World War II, its central part being completely destroyed; this section was not reconstructed, but instead was converted into a public park. In 1957 a rayon hospital was opened in Novogrudok, after about three years in construction. Small-scale construction went on the suburbs. Those interested in building their own house were allotted plots of 1-1.5 square kilometers and granted loans. Buildings were constructed of wood.

5. Throughout the period after World War II and until the end of 1957, there was a continuous shortage of bread in Novogrudok.

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Attach 1

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Flour supplies to the bakeries were insufficient and what little bread there was had to be shared by the townspeople with peasants from neighboring villages. The latter regularly came to Novogrudok with their families, buying up large quantities of bread for their own consumption and for feeding their pigs. As a result, people had to queue up for several hours. Furthermore, the bread was of inferior quality, for the bakers, in order to fulfill their production quotas, diluted the flour with large amounts of water, despite the fact that the flour was of low quality to begin with. This was technically feasible since the baking was carried out in forms, but the bread became wet and gluey as a result.

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